

TAB

ENCLOSURE

THIRD ANNUAL REPORT ON ENERGY MANAGEMENT

I. EXECUTIVE SUMMARY

We recognize that the challenge of today is to seek ways of curbing energy demand. Our mandate is clear: To establish dynamic energy-efficient targets without adversely affecting our capability to respond quickly and affirmatively to any tasks assigned the Agency. Progress to date in identifying those areas which appear to have energy-savings potential has been encouraging. While we have applied energy-savings standards wherever possible and embarked on an awareness campaign designed to achieve energy-demand restraint goals, there are only limited types of operations within the Agency which lend themselves to measurable energy savings. The significant savings usually associated with energy conservation efforts concern building management and are generally outside the reporting purview of the Agency. The General Services Administration (GSA) is responsible for energy resource management in Agency-occupied buildings; however, we strongly support and comply fully with their energy constraint policies and procedures.

We have reviewed our programs and assessed our energy conservation standards, redirecting our efforts towards identifying quantitative factors for inclusion in our evaluation process of energy-intensive operations. Our reply reflects our short- and future long-range programs directed at energy savings. For example, a number of internal procedures and reporting guidelines have been developed or strengthened to stimulate innovation in areas of energy consumption and to permit uniform monitoring of trends to ensure compliance with the President's directive on fuel economy. This captured data will enable us to report, with a higher degree of accuracy, the Agency's progress and to forecast with a reasonable degree of confidence. Attention has also been focused on promoting energy conservation through a series of employee programs emphasizing the savings afforded through carpooling and vanpooling.

We have intensified our efforts to curb non-essential mileage within our limited fleet of vehicles by maximizing the use of functional or performance-type requirements, maximizing the reliance on means of mass transportation, and requiring that dependence on official transportation be reduced wherever possible commensurate with essential needs.

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We have kept abreast with the latest techniques in energy-savings practices, standards, and technology, including the use of gasohol. Our planning not only provides a means to evaluate progress against programmed goals, but this approach has resulted in conceptual changes to our fuel-intensive vehicle operations. For example, we have begun replacing gasoline-driven trucks with more fuel-efficient diesel models.

We shall continue to seek cost-effective energy conservation methods and efficiency standards for additional savings whenever practicable in keeping with the spirit and intent of the Federal energy conservation program and Presidential directives.

II. INTRODUCTION

The Central Intelligence Agency, under the direction of the President and/or the National Security Council, advises the National Security Council in matters concerning such intelligence activities of the Government departments and agencies as related to national security and makes recommendations for coordination of such intelligence activities; correlates and evaluates intelligence relating to the national security and provides dissemination of such intelligence within the Government; collects foreign intelligence, including information not otherwise obtainable; develops, conducts, or provides support for technical and other programs which collect national foreign intelligence; and conducts counter-intelligence activities outside the United States by other agencies within the intelligence community.

The objective of our Energy Conservation Program is to conserve energy resources, promote conservation awareness, assure the availability of energy resources for performance of our mission, and attain Federal and Presidential established goals. Recognizing that energy conservation continues to be one of our highest national priorities, we have established an Energy Conservation Committee to direct and monitor Agency efforts in support of the national program. Basically, the committee will oversee the Agency's conservation efforts in ensuring Agency compliance with appropriate statutes and Executive directives related to energy usage; study and develop internal programs for energy consumption and monitoring compliance; and, assist in promoting good conservation practices. This

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approach provides uniform direction through the centralization of energy-management responsibility and ensures consistency of policy and maximum utilization of available resources.

III. BUILDINGS AND FACILITIES PROGRAM

GSA is responsible for energy resource management in Agency-occupied buildings and continues to have our full cooperation in this vital program.

IV. GENERAL OPERATIONS PROGRAM

Our Agency's approach to the energy problem has been to undertake vigorous actions consistent with Executive directives and existing statutes which would maximize our contribution to the national effort in conserving energy. Forming the cornerstone of our energy program is an Agency Energy Committee whose sole function is to establish energy conservation objectives, monitor the effectiveness of the actions taken, and assess the impact in achieving these goals. Subcommittees have been created to focus in on specific energy-intense areas and to develop estimates of capital expenditures which would be required to make needed improvements. Procedural refinements have been made and guidelines restructured to comply with Presidential mandates. The Energy Committee, with Agency technical consultants, cooperates with GSA in prioritizing, budgeting, and implementing energy-saving projects identified through the GSA Energy Audit, engineering analysis, Department of Energy (DOE) publications, employee suggestions, and other means. Again, the GSA is responsible for energy in Agency facilities. However, the Agency is responsible for automotive fuel usage; and we find it becoming exceedingly difficult to continue to achieve successive reductions without adversely affecting our mission. Our buildings are widely dispersed throughout the Washington metropolitan area. Public transportation is extremely limited, or nonexistent, between our buildings, Capitol Hill, the White House, and other Federal buildings. Traditionally, we have relied on the use of privately owned vehicles (POV's) for official purposes, supplemented by a small pool of official vehicles. As gasoline becomes more scarce and costly, employees are looking to the Agency for transportation to meet official needs. The use of our limited motor pool vehicles is increasing.

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along with requests for more frequent and extensive shuttle bus services. These trends are significant and compel us to provide adequate bus and motor pool service as the only viable alternative. While the mileage of POV's used on official business has dropped considerably over the past two years, current trends reflect an increase in mileage and fuel consumption of the Agency's official vehicles. Current trends notwithstanding, our vehicle fleet operations, under forceful management, did achieve a direct energy savings of $1,688 \times 10^6$ BTU's during Fiscal Year 1979.

Our entire transportation program has been thoroughly reviewed to identify areas of potential energy savings. As a result of dynamic applications, a significant reduction in the gasoline consumed in our tracking operations has been achieved. While the decrease is partially attributable to some conversion from gasoline to diesel engine trucks, a sizeable reduction was also realized through aggressive management to minimize fuel consumption by advanced planning and the reduction or consolidation of trips. Greater reliance on rail, rather than Agency-truck or commercial-truck shipments, also contributed to fuel savings. Vehicle preventive maintenance schedules and procedures have been intensified for optimum vehicle performance and mileage. Trucks have been equipped with energy-saving devices such as air deflectors and fan clutches. As gasoline-powered trucks meet replacement standards, they will be replaced with diesel-powered trucks when feasible.

We have recently embarked on a program with GSA to provide our domestic field employees with GSA-leased vehicles, rather than POV's, to conduct their official business. We believe the program will be cost-effective and will result in a considerable fuel savings because of the use of more fuel-efficient vehicles.

Concerning the requirement to report the number and type of Agency-owned or leased vehicles, it is the policy of this Agency not to disseminate, externally, this type of information.

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V. RELATED PROGRAMS

A. Employee Awareness Programs

1. Published periodic employee notices emphasizing Federal mandatory conservation requirements, carpools, and vanpools.

2. Publicized National Energy Conservation Days and National Transportation Week, 1980. Copies of Presidential Proclamation 4753 of 28 April 1980, emphasizing public transit, the joining of carpools and vanpools, driving efficiently, and observing the 55 mile-per-hour speed limit, were prominently displayed in all Agency buildings.

3. Installed car pool locator boards throughout the Agency to assist employees in forming or joining carpools.

4. Distributed pamphlets received from DOE containing energy-savings ideas for both office and home environments.

5. Presented an auditorium program for interested employees on the merits and benefits offered by van-pooling.

B. We are actively exploring the feasibility of using classified waste incineration to meet some of our steam requirements. Although preliminary research into this highly appealing concept indicates that hardware and technology to date fail to meet some aspect of reliability, thermal efficiency or pollution standards, our efforts are still continuing.

C. Existing heating systems are being evaluated to determine the feasibility of retrofitting or replacement with more energy-efficient systems.

D. All employee suggestions offering potential energy savings are forwarded to the Energy Committee for review and evaluation. Where necessary, we have committed engineering manpower for cost/benefit analyses of energy-savings suggestions.

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VI. SIGNIFICANT ACHIEVEMENTS

A. As a result of intensified Employee Awareness programs, carpools have risen sharply by 22 percent; and vanpools, while still relatively few in number, have increased by 29 percent during Fiscal Year 1979.

B. Construction is underway to install a small boiler in the power plant to supplement three existing larger boilers. The smaller unit will allow for maximum efficiency when steam loads are too light for a large boiler, or a little more than a single boiler can accommodate.

VII. PROGRAM RECOMMENDATIONS AND BUDGET INITIATIVES

While sensitive and continually responsive to all of the President's directives to reduce energy consumption, we find it increasingly difficult to achieve additional savings in automotive fuel usage without adversely affecting our mission performance. We suggest that future reporting criteria and energy conservation measures take into account the dynamics of an organization's requirements and make allowances for factors which influence energy usage.

Where possible, we have attempted to incorporate energy efficiency standards in all of our new programs immediately from their inception. Supplementing these built-in standards, we have also obligated, in coordination with the GSA during Fiscal Year 1979, approximately \$200,000 towards projects that will achieve energy conservation.

Energy Management - \$165,000 + \$35,000 GSA = \$200,000

Report on Energy Management - 25,000

4,000,000

FEDERAL ENERGY MANAGEMENT PROGRAM

SECTION IV - GENERAL OPERATIONS ENERGY COST AND CONSUMPTION
(MOST RECENT COMPLETED FY[])

(A) FUEL TYPE	FUNCTIONAL CATEGORIES									
	(B) GENERAL TRANSPORTATION		(C) SERVICES		(D) INDUSTRIAL OR PRODUCTION		(E) TRAINING & OPERATIONAL READINESS		(F) OTHER	
	(1) FUEL CONSUMPTION	(2) COST OF CONSUMPTION	(1) FUEL CONSUMPTION	(2) COST OF CONSUMPTION	(1) FUEL CONSUMPTION	(2) COST OF CONSUMPTION	(1) FUEL CONSUMPTION	(2) COST OF CONSUMPTION	(1) FUEL CONSUMPTION	(2) COST OF CONSUMPTION
AUTO GASOLINE	2.05 x 10 ¹⁰	\$131,118								
DIESEL & PETROLEUM DISTILLATE FUELS	1.89 x 10 ⁹	\$7,327								
LPG OR PROPANE										
AVIATION GASOLINE										
JET FUEL										
NAVY SPECIAL										
OTHER										
TOTAL										